TO MY NEW ASSOCIATES AND CO-WORKERS:

Yesterday I came to New Haven to take up my new duties as President of this splendid railroad serving Southern New England, to work with you all not only in maintaining the already high standard of service, but also in striving continually to improve it.

Mr. Buckland, Chairman of the Board, in his message in last month's issue, well pointed out that "a transportation agency that does not continually improve goes backward." So, improvement should be our constant aim.

As quickly as I can do so I want to become personally familiar with the property, and what is even more important, with the men who are running the road. Already I have met many of my new associates, and am impressed with their calibre. I want to meet more of them -- just as many more as is physically possible. I regard the men the most important part of railroad operation.

In the meantime, until I have the opportunity to greet you all personally, I want to make use of the pages of your magazine to send you this greeting -- to say that I am glad to be here with you, and that I shall strive in every way to work with you all to continue to give New England the very best transportation service.
John J. Pelley Elected President

John J. Pelley, formerly President of the Central of Georgia Railway Company, was elected President of The New York, New Haven and Hartford Railroad Company, succeeding the late E. J. Pearson, effective March 1, reporting to the Chairman of the Board.

Mr. Pelley was born at Anna, Ill., May 1, 1878. After graduating from Anna High School, he attended the University of Illinois, where he was engaged in special work.

He began his railway service as a station clerk for the Illinois Central Railroad at Anna in 1899, and continued with that railroad for twenty-seven years, rising to the position of Vice-President in Charge of Operation.

In 1900 Mr. Pelley was shifted from Anna to Carbondale, and the following year gave up the clerical job to become a track apprentice. In 1902 he was made assistant foreman of an extra track gang, and a year later was promoted to be foreman and then general foreman. In 1904 he was made supervisor of the Peoria district, in 1905 of the Memphis division, and in 1906 he was promoted to be assistant roadmaster for the Memphis division, located at Clarksdale. After two years in this position Mr. Pelley was appointed roadmaster at McComb, Miss., continuing there until 1910, when he was transferred to New Orleans, and the following year was again transferred, this time to Fulton, Ky.

Soon after moving to Fulton, Mr. Pelley received the appointment of Superintendent, serving there until 1915, when he was transferred to Memphis in the same capacity. Two years later he was promoted to be General Superintendent of the Southern Lines, and after two years in that position was shifted to be General Superintendent of the Northern Lines.

In 1920, Mr. Pelley was appointed Chairman of the Committee on Car Service at Chicago, continuing at that post until 1923, when he was appointed General Manager of the Illinois Central.

In November, 1924, he was appointed Vice-President in Charge of Operation, and continued in this position until September 15, 1926, when he was elected President of the Central of Georgia Railway Company, a subsidiary of the Illinois Central, with headquarters at Savannah.

Mr. Pelley was married August 22, 1908 to Alma Ethel Thompson, of Golconda, Ill. They have one daughter, Mary Jane, who is fifteen years of age.
"When is a door not a door?" queried the old conundrum, and the answer came back, "When it's ajar." And we might propound one of our own and say, "When is a sailor not a sailor?" and answer just as promptly, "When he's a railroader."

The term "railroader" may conjure up a different pictures in the mind of each one of a hundred different persons, according to just where that particular person has made his "contact" with the railroad. It may bring up a picture of a man in overalls oiling up the driving rods of a huge locomotive. It may bring to mind a neat appearing individual in blue uniform with brass buttons who courteously asks for "Tickets, please!" It may be a man behind a grilled window who so quickly produces a ticket from the rack at his side for whatever destination you may ask. Or it might be a picture of any of the hundreds of different occupations included on the railroad's payroll. But we doubt if a very large percentage of
people ever think of an “able bodied seaman” as a railroader. Yet that is the situation we have, in effect, in New York City.

If you will pay a visit to the Harlem River offices of the company you will find there one door on which appears the legend, “Marine Superintendent,” and if you will push open the door you are likely to be welcomed by “Chubby” Reginault, chief clerk, who will usher you in to receive a hearty greeting from J. H. Lofland, the owner of the title. And if later on you will stand on one of New York’s East River bridges we venture to say you won’t have to stand there too long before you will see chugging up the river, or down, a hefty-looking tug with a big car float securely lashed to each side. And by these two visits you would have had an insight into the actual operations of the railroad’s naval unit, and a glimpse of the man who directs those operations.

Feeling that you may not get to make either of these visits soon enough, we are printing in this issue two photographs which will aid you in forming the pictures. In one of them you will see the pleasing countenance of Mr. Lofland, while the other depicts the job of the marine department under adverse winter conditions.

The latter picture illustrates very clearly the wedge-shaped formation which is used in order that the comparatively unwieldy car floats may be handled with the greatest ease by the transfers (which is “railroadese” for tug boats). The two floats are lashed close together in front, the transfer takes a position about one-third of the distance from the rear, where she is lashed to both floats, and hawser also connect the two floats at the rear. By thus being made fast, the transfer is able to operate as a unit, and it is surprising with what skill the experienced captains of our marine force can manoeuvre their craft.

In the foreground of the picture will be seen one of the New York Municipal ferry boats, while in the background is a Pennsylvania transfer with a single car float. The New Haven Railroad, by the way, is practically alone in its operation of double floats, having transfers large enough to tackle the job. The picture is taken looking towards the New York shore, the second pier from the right (directly above the smoke-stack of our transfer) be-
France, where she was used to help in handling vessels around the piers at Brest in connection with the landing of troops and supplies. The ocean trip was pretty much of a strain on her engines and boilers, however, and she was compelled to undergo repairs on arrival on the other side. Remaining there for two or three years, she was finally brought back and sold to the John W. Sullivan Company, who chartered her out for hire. She more or less tramped around the harbor on all kinds of jobs until the New Haven chartered her beginning January 4, 1926 and she was restored to her old love — the transfer service.

While she was on “tramp duty” for the Sullivan Company she had the experience of being sunk. Her men went home one night, leaving her at the dock, and next morning on their return they found her sunk. One of them had carelessly left a cock open and she had slowly filled with water. Finally, arrangements were made to purchase the boat from the Sullivan Company and she is now permanently back in our transfer service. No. 21 is 110 feet long, has a 27-foot beam, and a draft of 13 feet. She is fitted with 1000-horse power engines.

The New Haven has at the present time 16 transfer tugs, some larger than No. 21 and some smaller. There are 19 steel car floats with a capacity for 20 cars each, 6 steel car floats with capacity of 14 cars each and with a trucking platform down the center, and 20 small wooden floats with center trucking platform having capacities of from 8 to 12 cars. The floats with a trucking platform down the center are confined to pier work — that is, they are used for delivering cars from Harlem River Terminal to the East River Piers. When they are made fast at the piers, it is possible to truck right down onto the float, thus making it unnecessary for cars to be taken off at the piers.

At first glance at one of these car floats one might think that the old saw about “which is the front end of a ferry boat” could be used with equal force about car floats. But as a matter of fact all our car floats have a “blind” end and are always floated into the “bridges” head end on. When ready to be taken out again, the transfer makes fast and backs out.

The car floats which are at present rated to carry 20 cars — two lines of seven cars, and one of six — used to be rated to carry 22 cars. With the gradually increasing length of freight cars, however, the rating had to be cut down to 20, and sometimes when it happens to be a group of unusually large cars, to 19. Automobiles have been responsible to a large extent for larger cars, and then, too, where a 50-ton coal car used to be a big car, now there are 75 and 80-ton cars in use. Last year our total interchange business handled by our “navy” amounted to 774,324 cars, or an average of 2,121 per day.

Superintendent Loftland, is ably assisted by Captain Robert S. Clark, Assistant Marine Superintendent. Under them are a splendidly capable body of men, many of whom have had long service in the department. Heading the seniority roster of transfer captains is H. P. Clary, who entered the service in 1889. William Morris came in the same year. George Reynolds began in 1891, C. E. Parison in 1898, J. Schatsel in 1899, William Cazar and Matt. Murphy in 1900, K. J. Murphy and J. Sutliff in 1901. Captain P. Germaine, who entered the service in 1902, has 13 other members of his family in the steamboat business, and at one time there were seven Germaines working for the New Haven. At the present time the Captain has four sons who are also in our Marine Department.

Among the Chief Engineers there is a similar record of long service. Dave Person heads the list, joining the New Haven family in 1887. George Gutchen came in 1889, H. Lyons in 1890, J. Waddington in 1891, C. Pausley in 1892, William Hundt in 1894, P. Lombard in 1895, and L. Morgan and P. Halverson in 1900. Similar long service records obtain in other branches of the Marine Department, John McDermott, a floatman at Oak Point, for instance, having a record of 48 years. Captain Francis B. Williams Chief Boat Dispatcher, has seen 35 years service, and “Chubby” Reginault, the chief clerk, has over 20 years behind him.

An Irishman and a Scotchman were passing a large Roman Catholic Cathedral in Montreal. The Irishman, being a good Catholic, took off his hat when they were passing. Sandy did the same.

After they had passed the Irishman said to the Scotchman: “I didn’t know you were a Catholic. I thought you were a Presbyterian. I was glad to see you take off your hat when you passed the Holy Church.”

“Church!” said the Scotchman. “Mon, I thought it was the Bank of Montreal.”
Starting New Bridge, E. Providence, R. I.

This photograph was taken February 11, 1929 by Clarence Staples, Transit-man in our Engineering Corp. It shows operations at the site of the New Washington Bridge on the East Providence shore of the Seekonk River. These masonry piers are but a few of the many masonry units which will make up the completed structure. At the left of the second pier is the large concrete mixer, with conveyor for sand and gravel from wharf to bins at the mixer. Piers in the river are now under construction and we hope to show some of these in later issues, when a general description of the entire structure will be given.

Old Passenger Station Buildings at Providence, about 1890. Note the various types of conveyance including horse cars, hacks, etc. Building at the extreme right of the picture is the old Three Ones' fire station, with the General Burnside Monument directly in front. The white spire in the background is the First Baptist Meeting House. Crossing the street in this location today is more of a problem.
Finest Railroad Hospital In Country
At New Haven

A fond vision, an earnest hope, a triumphant realization! So may we describe the splendid hospital for the treatment of injured employes of the New Haven Railroad, situated on the second floor of the station at New Haven.

Dr. J. M. Gibbons, General Attorney, had the vision many years ago, when he first began to have close contact with personal injury cases. Years later it reached the “fond hope” stage, and in October, 1927, came the triumphant realization, when work was completed on a hospital which ranks as the best equipped railroad hospital in the United States. Equipped with the most modern facilities for the treatment of practically every conceivable industrial injury; under the direction of an especially qualified doctor, the benefits already derived have exceeded even Dr. Gibbons’ fondest dreams.

It consists of a suite of six rooms; a reception room, where the records are kept; a general treatment room, equipped with treatment chairs, supply cabinet, instrument cabinets, a large work cabinet with a sink at either end and a stereoscope, a machine for examining X-ray films; from this room there are two doorways, one to the operating room, which contains in addition to an operating table an X-ray machine, a special equipment for the treatment of eye, ear, nose and throat trouble and a laboratory bench; the other door leads to the electro-therapy room which is equipped with every modern electrical appliance which might be of use in treating injuries; adjoining this room is the doctor’s tastefully furnished private office and beyond this is a two-bed ward, fully equipped, where patients may be held for observation if necessary. Leading from the ward is a door that connects with a tile bathroom, equipped with a shower bath.

In charge of the hospital is Dr. Ralph H. Jenkins whose experience in this type of work has been wide and varied. Graduated from the Medical School of Virginia in 1916, Dr. Jenkins entered the Navy Medical School, in 1917, graduating from there in the same year. He went to St. Croix, Virgin Islands, where he was surgeon in charge of the Municipal Hospital, the leper colony and the hospital for the insane. Five years of work in various naval hospitals and aboard various battle-ships added considerably to his experience in handling accident cases. In 1926, Dr. Jenkins retired from the navy as Lieutenant Commander, after which he entered Johns Hopkins Hospital, Baltimore, and studied Urology under the direction of Dr. Hugh H. Young, coming to the service of the railroad a year later. He is at present, in addition to his work in the New Haven, acting as clinical instructor in Urology at the Yale Medical School.

We visited the hospital and asked Dr. Jenkins to tell readers of ALONG THE LINE about the work being done under his direction and we found him kindly responsive to our inquiries. In fact, kindly treatment is the inviolable rule of the office and everyone is greeted with a smile and treated with the utmost courtesy. As Dr. Jenkins put it: “A sick or injured man is entitled to all the encouragement we can give him and I doubt if I will ever be in medicine long enough to adopt a harsh or unsympathetic manner towards any who come to me for treatment.”

“Do you ever have any comments from patients on the manner in which they are treated?” we asked.

“Yes,” smiled the doctor, “and I can tell you of a rather amusing incident along that very line.

“I received a telephone call from a man one day who gave his name, asking me if I could recommend an occulist to him. Naturally, I inquired what the trouble was and he informed me that he had got something in his eye. I immediately suggested that he drop in to see me and I would be glad to make an examination. A few moments later he walked in and my examination disclosed a small substance lodged on the edge of the eye-lid. It was the work of but a minute to remove it. He thanked me and commented very kindly on the manner in which we handled his case. I explained that we tried to treat all our patients in the same way and it was not until he was about to depart that I discovered he was one of the high executives of the company.”
A. Eye chair and air compressor used for the treatment of eye, ear, nose and throat.

B. The staff, from left to right: Mrs. Nettie Rue, Robert Hudson, Jesse Ward, Dr. Jenkins, Louis Deal and Mary Gataneo.

C. Electro-therapy room which contains the various baking lamps, a Morse Generator, Dithery machine, Ultra violet light and a violet ray machine. In the left background may be seen a treatment table.

D. Dr. Ralph Jenkins at his desk in his private office.

E. Two-bed ward showing where patients may be kept for observation if the Doctor thinks it advisable.

F. View of X-ray apparatus and laboratory table. The laboratory equipment is used in connection with the physical examination of employees.

G. General Treatment Room, with treatment table in center, with washstands at either end; and stereoscope and instrument cabinet at the rear.
“What do you consider the most common injury?” we asked.

“Contusions,” the doctor promptly answered, “and the most common location of an injury of this kind is one of the big toes. At times this is a very painful and disabling accident but in many instances the patient is able to continue his work, coming in for treatment once a day.

“For a time,” he continued, “we were besieged with puncture wounds, caused mostly by men stepping on nails and sharp objects, but within the last year this type of accident has materially decreased.

“Foreign bodies in the eyes was another type of accident that caused us a lot of trouble. The eyes are very, very sensitive and any foreign substance in them is not only painful but dangerous as well. However, these have also diminished to a great extent and I firmly believe that these reductions are largely due to the fine work of the various Safety Committees organized among the men.

“Of course we always have on our records a large number of minor injuries—cuts especially. Ordinarily these wounds would heal with little difficulty if cared for properly and promptly, but improper care or entire lack of care often leads to infection and that is one thing that every doctor fears. There is no telling how far it will spread or what damage it will do before it can be checked. Ordinary care in the beginning will practically always prevent complications.”

“In your wide experience,” we suggested, “you must have come across some very odd cases. Can you recall any particular one offhand?”

“Hmmm,” the doctor meditated, “of course every case must be very carefully diagnosed and every case has its own peculiarities, but I can recall one case very well that stumped me for a short time.

“A brakeman walked into my office one day and told me that he had fallen off a car in one of the yards. He said that he didn’t think he was injured but that his superior had insisted he come in and have an examination. I inquired as to how the accident happened and then asked him to remove his clothing so that I could make a very careful examination. After I had gone over him thoroughly without finding any visible signs of injury I had him X-rayed and told him to come in to see me the next day.

“The X-ray pictures showed an injury to his spine, but the patient did not come in as I had requested. In view of his injury, I immediately got in touch with his superior and had the man ordered in. Still he didn’t come and it was two weeks before I finally saw him again. He came in one afternoon claiming that his legs didn’t seem to be working just right and I knew what the trouble was in a minute—a nervous re-action had set in and he had lost some leg flexion. Fortunately this man fully recovered, but the nature of his injury, coupled with the fact that he didn’t come in for treatment when he should, might well have disabled him permanently. In most cases of this kind the patient losses immediate use of his legs. The peculiar feature of this case was the absence of symptoms in such a lesion and yet the X-ray photographs developed that the man was seriously hurt. That is why we make so many X-rays and that is why we have installed a florescope, a machine which enables us to view a person’s bones without waiting to have X-ray plates developed.”

“All of this equipment must have cost the company a considerable sum of money,” we suggested.

“More than you can possibly realize,” Dr. Jenkins replied, “but we have the satisfaction of knowing that we have, barring none, the best equipped railroad hospital for the treatment of injured employes anywhere in the United States.

“Employes coming in here for treatment are not receiving merely first aid; they get the attention of experienced people, well versed in the treatment of accident cases. They have at their service the most up-to-date equipment money can buy. We have a two-bed ward where we can place them under observation temporarily, if necessary, with a trained nurse to care for them. As Dr. Gibbons remarked when we were planning this place, ‘We want you to have everything you need to work with, Dr. Jenkins, we want the employes to have the best obtainable.’ And we have just that—the best that money can buy. And in addition, if I find an injury is of such a character that I desire consultation, I have never yet failed to receive authority to go the limit, regardless of expense.”
"Your own office here, doctor, seems to be mighty pleasant."

"Yes, it is. And I want to say right here that Mrs. Buckland deserves all the credit for this. She was good enough to take a keen and kindly personal interest in this particular phase of the work and practically everyone who comes in here is highly complimentary as to my choice of furnishings, when as a matter of fact, the credit is Mrs. Buckland's entirely."

"Do you find that the men bear up pretty well under their injuries and subsequent treatment?"

"I can hardly recall a single case where a man did not have the courage to undergo the prescribed treatment," the doctor answered. "Of course, there are some people who cannot stand the sight of blood, either their own, or someone's else and I have the deepest sympathy for those people. But as a whole, railroad men are a pretty sturdy bunch, and, incidentally, very appreciative. This appreciation on their part naturally stimulates us to do our best for them, if for no other reason than that they have confidence in us and appreciate that we are trying to help them all we can."

"Did you ever run across a case where the patient was playing 'possum?" we asked.

"Well, yes, I have," the doctor answered. "I always take it for granted when a man comes in to see me and claims he has been injured, that he really is in need of my help and it is very rarely that I discover a case where a man is actually stimulating injury in order to get away from his work. In the majority of cases it is rather the opposite, that the man is so anxious to get back to work that he is apt to belittle his injury. However, I remember a case very well where a patient came in to see me, stating that his arm was injured and that he was unable to work with it. Naturally I believed him. After a careful diagnosis subjected him to various treatments but to none of them did he respond in a way that my judgment told me he should; the arm was always stiff and sore every time he came in the office. The case went on for some time and I, still firm in my faith in human nature, kept puzzling over it. I even went so far as to send him to a specialist for an examination, I had X-ray pictures taken, in fact, I did everything that I possibly could for him. He still asserted that he couldn't bend his arm.

"One day, while I was making a close examination to see if by any chance I had overlooked anything, I noticed that the fingers on his injured hand were covered with nicotine—and apparently fresh nicotine! Then my suspicions were aroused and I watched him very closely for several days. It didn't strike me as feasible that a man would use a stiff arm for smoking and—I was right.

"So I brought him into my private office and put it up to him good and strong, and, after considerable discussion, he finally admitted that he was able to bend his arm some.

"But those cases are very rare, while on the other hand, I could relate innumerable cases where shop men have insisted on going back to work so that their point would not be charged with an I. C. C. accident. They have made mighty fine records and I feel that I cannot too highly commend the safety activities among the men by their own safety committees."

"Do you ever treat outside cases, doctor?"

"Under my contract with the company, I have that privilege and I do considerable private work, but this hospital was created for the treatment of employees who might be injured while engaged in their work. If any come to me and ask for treatment for an illness I always tell them that if I treat them I will have to make the regular charge of a family physician and I recommend rather that they go to him because he is better informed than I on their general physical condition, and can, in most instances, give them as good treatment as I.

"We never refuse first aid, regardless of how a person may have been injured, but that is generally the extent of our services. We have someone here twenty-four hours a day and I am on call at all times. Since October, 1926, we have given 51,603 treatments in 6,704 different cases. My assistants all have been selected with great care and each one is well qualified to handle practically anything in the nature of an accident. Mr. Deal and Mr. Ward are both former navy men with long years of experience in this work, and Miss Gataneo is a registered nurse. Mr. Hudson is my office assistant and to him falls the work of keeping all the records, while
Mrs. Rhue takes great pride in seeing that everything in the place is spick and span at all times.

"I consider myself very fortunate in having been able to assemble such an efficient staff and another thing that pleases me a great deal, is the fact that, regardless of how hard they have to work, regardless of how trying the particular case may be, they maintain a cheerful attitude at all times.

"It is a pleasure," he continued, "to work here, knowing that we are able to give injured employes the very best treatment that money can provide."

And may we add that it is a pleasure to the employes to have such a pleasant and efficient place to go in case of emergency.

Promotions, Transfers, Etc.

Maurice K. Dugan, formerly Assistant to the President, was made Assistant to the Chairman, effective March 1.

Born in St. Paul, Minn., Mr. Dugan attended public and high schools in that city, following which he got his first railroad job in the office of the Auditor of Freight Receipts of the Northern Pacific. Two years later he went with the Great Northern, working as a rodman in the engineering department in the summer months and in the car accountant's office in the winter. Next he became stenographer in the general freight department, and then for a year was stenographer to the late James N. Hill, then 3rd Vice-President.

After an interval working for the Arizona & South Eastern Railroad at Bisbee, Ariz., Mr. Dugan returned to St. Paul in 1900, where he worked for five years as stenographer to the general manager, and the superintendent, Mr. E. J. Pearson, as well as the president Mr. Howard Elliot.

In April 1905 he came east to enter the service of the New Haven Road as stenographer to President Charles S. Mellen. Subsequently he became Secretary to the President, later Office Assistant and then Assistant to the President.

Mr. Dugan married Miss Florence Shove of St. Paul about six months after coming to New Haven. They have three children, Elizabeth, now at Skidmore College, Robert, now in high school, and Margretta, who is fourteen.

For several years Mr. Dugan has been President of the General Offices Athletic Association at New Haven. He also has always been active in the affairs of the New Haven Railroad Club, and served a year as its president.

Effective March 1, a Board of Pensions was created, consisting of the President, the General Manager, and the Comptroller, with L. E. Hastings as Secretary, in immediate charge of the department. All applications for pensions, gratuities and other relief will be cared for by the new Pension Department.

Mr. Hastings was born in Jersey City, N. J., but his family moved to New Haven while he was still a youngster, and he attended public and high schools here.

His railroad service, which covers a well diversified experience, began when he entered the employ of the company as an office boy in the general superintendent's office, January 20, 1896. In 1899 he went to the mechanical department as stenographer, and four years later was made chief clerk to the superintendent of motive power. In 1907 he transferred
to the valuation department, under John F. Stevens, returning to the operating department in 1908 as time clerk in the superintendent’s office. Two years later he was made personal injury clerk. In 1912 he went as stenographer and statistician to the General Superintendent, then Mr. Woodward, going to Boston in November, when that office was moved there.

In April, 1913, Mr. Hastings was appointed traveling secretary to Mr. Buckland. In 1915 and 1916 he served as chief clerk to the General Attorney, and as chief clerk to Mr. Buckland in 1917, since which time he had been continuously with Mr. Buckland. During the war control period, when Mr. Buckland assumed the presidency, Mr. Hastings became president’s secretary. In June, 1926, he was appointed Office Assistant to Vice-President, which position he held up to the time of his promotion to be head of the Pension Bureau.

* * *

Frank A. Brainerd

was appointed Manager of the Pass Bureau of the New Haven Railroad and the New England Steamship Company, reporting to the presidents of the respective companies effective March 1.

Mr. Brainerd entered the employ of the company the latter part of August, 1910, as a clerk in the General Passenger Agent’s office. He was transferred to the President’s office on July 19, 1912, where he has been continually employed since, holding various positions all of which have prepared him for his new position as Manager of the Pass Bureau.

Mr. Brainerd is very much interested in Y. M. C. A. work, being a director of the New Haven Y. M. C. A. and Vice-Chairman of the Board of Management of the Railroad Y. M. C. A. at New Haven. He is also one of the trustees of New Haven College. He is married and has one son, Franklyn, age 9, and lives at 94 Thornton Street, Spring Glen Manor, New Haven.

* * *

Effective the same date, Miss Ethel F. Eagan, who has been employed in the Pass Bureau for several years, as stenographer and clerk, was appointed as Mr. Brainerd’s assistant.

* * *

Effective March 1, F. L. Rowland was appointed Secretary to President J. J. Pelley.

Born in Guilford, Conn., Mr. Rowland attended public and high school, and later went to business school.

In December, 1902, he went to work for the Marlin Firearms Company, and continued there until January, 1905.

He then entered the service of the New Haven Railroad, as stenographer in the office of F. S. Curtis. Nine months later he was transferred to the office of Vice-President T. E. Byrnes, and continued there until March 1, 1910 when he became chief clerk to Vice-President E. G. Buckland.

After a short time in that position, Mr. Rowland was transferred to the President’s office, as stenographer and clerk, under Presidents Mellen and Elliott, and acted as traveling secretary to President James H. Hustis. When Mr. Pearson became President, Mr. Rowland was for a month or so traveling secretary and then was appointed Chief Clerk. Later he was made President’s Secretary, and has continued at that post since.

* * *

George S. Wheat, former Special Representative, handling matters of Public Relations and Publicity at New York, resigned on March 1 to become Vice-President of the United Aircraft and Transport Corporation, 51 Pine Street, New York City.

We extend Mr. Wheat our congratulations and good wishes for all success in this new field.
Dover Street Yard Brakeman and Wife Observe 50th Wedding Anniversary

Edwin K. MacNeal and Mrs. MacNeal

It was just half a century ago — and one year before he entered railroad service — that Edwin K. MacNeal, then a young man of 20 years, and a resident of Hyde Park, took unto himself a wife, a Dorchester girl, of 19 summers. Hand in hand this couple have traveled down the pathway of life, and on Thursday, January 31, in the presence of some 75 relatives and friends, they celebrated their Golden Wedding Anniversary.

Throughout the day and evening they received many congratulatory messages. Gifts of gold and money were theirs in abundance. The Brotherhood of Railroad Trainmen and their Ladies' Auxiliary presented them with substantial gifts of gold.

Four generations attended: — Their daughter, Mrs. Harry W. Sears, of Dorchester, at whose home the party was held; her daughter, Mrs. Julian Besarick, also of Dorchester; and little Joan Besarick a great-great granddaughter. There were five grand-children present.

Both of Mr. MacNeal's sons are in railroad service, as well as his son-in-law, Harry W. Sears. Frederick S. is agent at West Quincy Station, while Edwin C. is a locomotive engineer on the Midland Division. The son-in-law is a train dispatcher on the Midland Division.

In the year 1880, Edwin K. MacNeal, became a passenger trainman with the old New York and New England Railroad, first running between Boston and Hartford. Five years later he became train baggagemaster. In 1888 he took a position as conductor on a switcher in the Boston Yard, and in 1890 he became Yard Brakeman and Switchman at Dover Street where he is still actively serving.

This picture of Mr. and Mrs. MacNeal was taken but a few weeks ago, and we find it pretty hard to credit the above dates. They have certainly fooled old Father Time. More power to them! May they enjoy another half-century of life together!

Old Station at Haskins, Mass., About 1875

Lewis H. Benton, who served the New Haven faithfully as billing-clerk at Taunton Freight Station for many years, starting service in 1897, has sent us this old picture of Haskins Station, located on the old Boston & Fall River Railroad (via Myricks). This station was kept for many years by Cephas Haskins. It burned in 1879 and a new station was built, named Lakeville, which was presided over by Mr. Haskins until his death, when his daughter Mary continued the work. A few years ago the agency was abolished. Miss Haskins loaned Mr. Benton, who has a very fine collection of old railroad station pictures, an old round ambrotype photo of Haskins Station. It had peeled in places, but with care and patience Mr. Benton copied and recopied it, finally obtaining the very good picture, which we have reproduced above, of this old station now gone nearly fifty years.

The sign over the railroad crossing reads: Railroad Crossing Look Out for the Engine While the Bell Rings.
Freight Claims

By William F. King, F. C. A.
(Continued from February Issue)

Mr. H. A. Palmer, Editor, "The Traffic World," comments on the payment record in the country as a whole as follows:

"In 1927, according to reports filed with the Freight Claim Division of the American Railway Association, only 9.5 percent of the claims required more than 90 days for adjustment. Of the 90.5 percent adjusted within 90 days, 73.4 percent were settled within 30 days. These settlements seem to accord with commercial practices for the settlement of accounts and can be considered a good record.

"An examination of the monthly figures for the last two years and a half shows that on no occasion did the 90 day adjustments fall below 88.6 percent, while in one month they rose to 91.9 per cent and in another to 92 percent."

If we sum up the figures in our table on that basis it will be seen that 86 percent of our settlements were made within 30 days in 1927.

An impressive feature in this table as the shift of 26 percent of 90-day settlements in 1921, to the 30-day column in 1927. A very great many of the claims listed in accordance with A. R. A. requirements in the 30-day column were actually settled in 10 days, or less.

These two items of public interest — a decreased claim account, representing improved service on the road, — and the speeding up of the claim handling, are easily traceable to the same sources, i.e., leadership and response. That response has been and is remarkable. As an outstanding instance we may refer to the decrease in lost packages. In 1921 this item was the principal factor in the claim account. In that year the payments for this cause alone were greater than the entire claim account in 1927. The actual payment decrease in six years in this cause was 90 percent.

The good work of all employes, and particularly that of the help given by our agents, yard and train forces; and our Police Department; improved conditions at stations; an effective matching of overs and shorts; and the co-operation of shippers in properly marking the packages, have all contributed to the result.

The analysis might be continued throughout the entire claim account, and in that event we would find all departments co-operating in the work.

But sufficient has been said to show what has been done and the possibilities of the work. Let us not forget the words of our late President, Mr. Pearson, nor fail to apply them to our own particular job, "We have accomplished much, but there is still much to be done."

B. of L. E.
Observe Anniversary

The L. L. Mitchell, Division 810, Brotherhood of Locomotive Engineers, observed their fifth anniversary in Odd Fellows' Hall, Taunton, with a most enjoyable program. The regular meeting of the division was held at 10.00 A.M., which was attended by a large number, including members from divisions on the Boston & Albany, and the Boston & Maine railroads. At one o'clock an informal social hour was held in the large hall, at which time the members of Taunton Division, 565, of the Grand International auxiliary assisted.

Following the social hour, the party of two hundred strong, repaired to the banquet hall, where they were served a most excellent turkey dinner.

Among the guests of the day were the Hon. Joseph E. Warner, Attorney General of Massachusetts and Mr. Stanley F. Mackay, Superintendent of the Old Colony Division.

A lightning bug is like some human beings. He can see where he has been, but he can't see where he's going.
As we look over the numerous safety citations from month to month, the thought comes to us that, with approximately 30,000 employees, we have sixty thousand watchful eyes on the alert to make our railroad SAFE — for as the list grows so do the classifications of the employees included therein, so that it seems as though, regardless of whether or not they normally have any connection with the actual operation of trains, every single employee is on the alert to observe any unsafe condition and to take prompt steps to have such conditions corrected.

Topping the list this month, is J. J. McCarthy, Patrolman, Danbury, who received two additional citations, bringing his total up to eleven. Both the latest instances of his zeal were where he observed dragging brake rigging on freight cars of passing trains.

Christopher P. Melick, towerman, Woodmont, received his seventh citation when he stopped a passing freight train when he saw a dragging brake beam.

N. C. Guile, operator, Hartford, and Joseph Mancini, section foreman, New Haven, each received citation number four during the past month,— Mr. Guile when he noticed fire flying from a car of a passing freight train, and Mr. Mancini for prompt use of his whistle to stop a passing freight train with a dragging brake rigging.

Lee H. Stage, yard brakeman, Cedar Hill, and Lloyd R. Sturgess, helper, Electric Transmission Department, New Haven, each received his second citation. Mr. Stage quickly reported his discovery of a broken rail. Mr. Sturgess observed and reported a dragging brake rigging.

There were nineteen new names inscribed on the list, and nineteen individuals who therefore were the recipients of the beautiful gold and enamel safety and efficiency button. These men were:

Charles O. Bruce, Agent Norton, Mass., promptly notified the dispatcher when he noticed fire flying under train, due to sticking brake.

Alexander Bruno, engine preparer, Harlem River, together with two other employees, gave substantial assistance in extinguishing a fire discovered in the cab of an engine.

Freeland Bush, train baggagemaster, Boston, took pains to report the slippery condition of the steps at Harrison Square Station, so that they were sanded, preventing any personal injuries.

F. P. Campbell, yard conductor, Worcester, Mass., as he was going off duty, noticed wheels sliding under a car in the middle of a passing train and signalled the crew to stop the train.

M. Lakin, draw tender, Pelham Bay drawbridge, succeeded in extinguishing a fire which had started in some scrap lumber, and which had spread to the signal trunking.

F. H. Lates, a former employe, Holmes, N. Y., discovered and reported a brake beam which was down.

G. Moore, engineer, Hopewell Junction, N. Y., found a broken flange alongside of the track and promptly reported it so that a freight train which had passed was stopped and inspected and the car with the broken flange discovered.

H. C. Moran, signal operator, Atlantic, Mass., observed a safety bar rod hanging and quickly reported it.

J. Morrison, caller, Harlem River Engine House, together with two other employees, gave substantial assistance in extinguishing a fire discovered in the cab of an engine.

Florin H. Robichau, crossingman, Stoughton, Mass., used particularly fine judgment in sizing up a dangerous situation at his crossing, when he saw four
women standing on the station platform, apparently waiting to step across the tracks as soon as train 609 had passed. Mr. Robichau hurried across the street so as to be where he could prevent them from doing so, knowing that some cars were being switched on the other track, and sensing that they might try to cross even though he was leaving the gates down until the passing of the switched cars. Three of the four women heeded his warning, but the fourth stepped in front of the cars and was saved from injury only by Mr. Robichau's celerity in stepping forward and pulling her back.

A. A. Rose, passenger trainman, Boston, promptly stopped his train on receiving a signal from M. C. Simmons, crossing watchman at Whitman, thus saving from possible injury a woman, with a baby in her arms, who in some manner had got on the steps of a "deadhead" car, the gates of which were closed.

Paul Schoonmaker, brakeman, Maybrook, N. Y., while standing on the station platform at Danbury, noticed a derailed car in a passing freight train and signalled the crew to stop the train.

W. A. Sherman, agent, Dighton, Mass., discovered a broken rail and promptly reported it for corrective action.

M. C. Simmons, crossing watchman, Whitman, Mass., as a passenger train was passing his crossing, noticed a woman, with a baby in her arms, on the steps of a deadhead car of the train, the gates of which were closed. He succeeded in attracting the attention of trainman A. A. Rose, giving him the signal to stop the train, thus resulting in releasing the woman from her perilous position.

H. G. Smith, yard brakeman, Readville, Mass., discovered a dragging brake rigging.

Thomas F. Smith, yard conductor, observed something dragging on the engine of a passing train and promptly notified the train dispatcher so that the train was stopped, when it was found that one side of the ash pan was down on the rail.

William Thompson, hostler, Harlem River Engine House, together with two other employes, gave substantial assistance in extinguishing a fire discovered in cab of an engine.

J. Wheeler, car inspector, Waterbury, discovered a broken wheel on a car of a train which was passing through the yard at Waterbury.

J. Winters, crossing tender, Thomaston, Conn., heard something pound under a car of a passing train and notified the dispatcher, who had the car cut out at Waterbury.

This picture, for which we are indebted to a rising young professional man and member of the Government of his city, is that of a certain popular, not to say good-looking young New Haven Railroader, who became attached to this Company shortly after this picture was made, and excepting for the war period, has continued that attachment with fervency and zeal.

At the time this photo was taken he was Major of his High School Cadet Batallion.

He enlisted soon after war was declared, and was almost immediately sent to France, where he served until the end of hostilities. The military ability indicated by the decorations he wears in this picture evidently stood him in good stead, for while overseas, he received several promotions and was about to be commissioned when the war ended.

We'll publish the "answers" received—and who gave them—together with the RIGHT "guess" in our April issue.
Along the Line

Published by and for the Employees of the
New Haven System

Office of Publication:
492 SOUTH STATION, BOSTON

PRINTED monthly by the N. Y.,
N. H. & H. R. R. Company for the
information of the men who operate
the railroad, in the belief that mutual
understanding of the problems all have to
meet will help us to solve them for our
mutual welfare.

Permission is given to reprint, with
credit, in part or in full, any article
appearing in ALONG THE LINE.

All contributions must be in hand
by the 1st day of the month to be
used in the current issue.

Vol. 5 March, 1929 No. 8

The New Haven System includes: 2,175
miles of road, with 5386 miles of track, on
which operate 865 steam locomotives, 144
electric locomotives, 268 multiple unit cars,
1961 passenger train cars including 26 diners
and 36 rail motor cars; 27,718 freight cars. It
also includes 129 steamships and other types
of floating equipment, and 241 motor coaches
operating on the highway.

$1,445,138 Spent for New
England Ties in 1928

$1,445,138 was the amount of the New
Haven Railroad's expenditure for cross
ties purchased in New England and New
York during the year 1928, according to
information furnished by N. M. Rice,
Vice-President in charge of purchases and
supplies.

Of this amount, 45.8 per cent were
purchased in Massachusetts, 42.8 per cent
in Connecticut, 5.8 per cent in Rhode
Island, and 5.6 per cent in New York.

Rifle Club Progressing

Further indication of the enthusiasm
and progress of the organization of rifle
teams on the various divisions is evi-
denced by information coming to us from
the extreme west end of the system to the
effect that the New York Division at an
organization meeting held on January 16,
definitely outlined plans for a club at
that point.

At that meeting, Jesse Sonkin was
elected President, John Crombie, Vice-
President, Ernest Webb, Secretary, Wil-
liam Dowling, Treasurer, and James
McCunn, Executive Officer. Tentative
plans call for affiliation with the National
Rifle Association and the procurement of
adequate facilities for holding frequent
practice and competitive matches with
other teams.

Membership is open to all persons
employed on the New York Division and
a membership fee of three dollars a year
was decided upon.

Ernest Webb, Secretary of the club, is
located in the Division Accountant's
office at Harlem River and he will be glad
to receive applications from employes on
the New York Division for membership.

The New Haven Club, organized a
short time ago, is progressing nicely.
Plans are under way to keep this unit one
of the most active on the system.

Within a short time there is every hope
that sufficient progress will have been
made so that a series of matches between
the various units may be held.

Have You Extra Copies
of January Issue?

There has been an unusual demand
for the January, 1929 issue of "ALONG
THE LINE," Volume 5, No. 6 — and our
surplus has been entirely exhausted.
If you have any extra copies, please
send them to us at 492 South Station,
Boston, in order that we may have
some on hand as requests may come in
for them from time to time.
MOSTLY PERSONAL

New York Division
J. R. Casey
Correspondent

Grand Central Terminal

Bill Gibbs of Mr. Darcy's office is the only one we know of who hopes the cold wave will last for a long time—he lives in the well-known mosquito state.

Adolph Antelmann was seen hustling around the terminal just before St. Valentine's Day. We don't know whether he was sending or receiving Valentines.

A tribute to the charms of the young ladies in the General Superintendent's office was received the other day, when one of them was the recipient of a poem couched in endearing terms and, incidentally, delivered by the poet, personally.

We had the pleasure of meeting Miss Kitty Masterson of Harlem River, Bill Kennedy's fiancee, and decided what will be Harlem River's loss will be Bill's gain.

We are glad to see Hud West back to work again after being confined to his home several days with the grippe.

George Colligan is manifesting considerable interest in the Rifle Club and it is understood that he is quite a marksman.

Stamford lost a potential mayor when Fred Hamilton of Mr. Ralston's office moved from there to Glenbrook recently.

Harlem River

Willie Gordon, our up-and-coming crew dispatcher at Oak Point, has joined the ranks of those hardy Long Island-Bronx commuters. Willie now receives his mail at Hempstead, L. I.

Kitty Masterson, of Division Accountant Hyland's office, has been wearing a very pretty diamond engagement ring for the past couple of months. A certain young man should consider himself lucky.

Yardmaster Eugene Hantz of Oak Point Yard took a trip to Havana for his vacation this year.

Assistant Superintendent H. J. Reynolds has returned after a brief sojourn in Daytona, Fla.

Charlie Sprauer, Chief Clerk to General Car Foreman Schnirring, at Oak Point, is the father of a new-born baby girl. Congratulations, Charlie.

Condolences are offered to C. M. (Major) Warren, Interchange Clerk at Oak Point, whose wife recently died. Mr. Warren has worked at Oak Point for a great many years and is held in high regard by his fellows, who feel genuinely concerned at his misfortune.

Bill Maroney, Local Chairman, Brotherhood Railway Clerks, is back at his desk again after a six weeks' absence caused by a severe attack of the "flu."

Ticket Office, Grand Central, N. Y.

Here's health to Leona Trick who can dance like a dream.

And to Helen Lane who can pound a piano—

A health to Ellen Kenny who writes verses by the ream,

Or to Tessie Feeley with high C in soprano.

To Agnes Lyons who can talk, and to Matilda Kelemen who does not.

To Mary McDonald, the saint and to Julia Cotter, the sweet little sinner,

But here's to the cleverest girl of the lot.

The girl who can cook a good dinner.

John Showerman is so used to helping his wife with the house cleaning that it is a habit, and you can see him every day cleaning the floor and his ticket case with his little broom and rags.

Frank Whalen has just returned from his vacation, spending all his time down at Washington, D. C. with President Coolidge and Hoover in reference to a position in the cabinet.

The Knights of the Round Table that attended the banquet of the New York City Association of Passenger and Ticket Agents which was held in Grand Ballroom of the Hotel Pennsylvania, Monday evening, February 11, were as follows: Rudolph (Valentino) Cibere, Heinie Wiedeman, Robert DeWitt, Edward (Jackie) Colgan, Sam (Moon) Mullins, George (Baby Face) Heckman, and Frankie Cronan. A good time was had by all.

Leona Trick, Reservation Clerk, has just returned from her vacation, spending it at Pottsville, Pa., where she has told all her friends all about the big automobile races which are held every night on Broadway, N. Y., between the hours of 7 and 11 o'clock.

Henry R. Shields, who was recently operated on for appendicitis, is back with us again.

Carl Ziebe has just returned from his vacation, spending all of his time at White Plains with the girl friend. Ain't love grand!

James Ennis has just returned from his vacation, spending all of his time at Derby, Conn.

Agnes Murphy, Reservation Clerk, has just returned from a vacation at Palm Beach, Fla., taking a rest cure.

Bill Olewine is spending his vacation touring Florida with the new Buick that he just bought.
New Haven Division

R. S. Danforth, F. E. Mylott, Fred F. Oulette
Correspondents

Engineer L. W. Bosworth was made happy to hear that his son, who graduates from Middlebury College this June, had been awarded the Dutton Scholarship entitling him to a year at Cambridge University, England. We understand this is one of the highest honors which Middlebury can confer upon an undergraduate, and rejoice with Mr. Bosworth in the success of his son in his college work. The departments where he especially starred were in English and dramatics.

It is little wonder "Doc" McGroary was so anxious to corner all the copies of the last issue of "Along the Line," which contained such a splendid write up and picture of the new station at Franklin, Mass. "Doc" made sure a copy was forwarded to all his friends — nothing like a boost for the "Old Home Town."

When it comes to handling the old pill box our friend Ed. Hoyt is a past master at that art. "Got to have them to keep going," says Ed.

It might be in order to mention some very fine broadcasting in a musical way was heard recently from one of the "studios" in New Haven Station and we cannot let this opportunity go by without saying that one of the young ladies in attendance, known to us all as Mary, is SOME song bird, as she rendered in a most pleasing manner her version of the popular melody "My Man."

The secret is out now for increased speed on the elevator in the Station. Al. Cowes, the Old Champ, himself is back with us again after quite a spell of sickness. Al. says he is feeling fine and "raring" to go even if his old boat with the self starter has to be given a push.

The New Haven Division boasts of the fastest ladies relay swimming team around these parts, comprised of Marie Matthews, Augusta Moessner, Anna Maher and Jessie Durkee and they take this means to issue a system challenge to any "bunch" who feel they can give them an interesting match.

Jim Ladieu received so many inquiries since the article was published speaking of his ability as a chef he has promised to publish a cook book shortly which he will be pleased to pass out to his friends.

Cheer after cheer is still going up since the recent party given by our good friend Paul Bell.

We are still waiting for the picture from "Handsome" Jack Garrity which he promised to send us for publication. Why the delay Jack?

Ed. Husted, Agent at Guilford, has again returned to service after a period of ill health.

We take this opportunity to extend to Mr. Husted our sincerest expressions of sympathy in his recent bereavement.

From the number of inquiries made by lady folks along the route it is more than pleasing to know that "Sheik" Ronan, our Caller is back on the job again after having been off on account of sickness. It may be he does not realize how much he was missed.

Quite a few of the boys have been noticed putting in considerable time under the old bridge lamps of late, as the five-year exams have rolled around again.

Dan O'Neill, our Division Examiner, has certainly been kept on the go explaining to the boys how to keep things on the move.

Our old pal Fireman Tammie Breen is sorely missed for the rebuttal in the "daily" debates held in the rest room at 49th Street. Tom is certainly a bear for holding up the fine points of the law book. "Tis said by some that he missed his calling.

The large circle of friends, of Herb. Tower, not alone in the Division Accountant's office where he is employed, but the entire station force regret to hear of his illness and hope that he will be back with them again soon.

Gil. McMahon, after having been off for a period on account of sickness has again returned to duty and taken up his post on the Colonial.

On behalf of his large circle of friends we take this opportunity to extend to Engineer Braun their sincere expressions of sympathy in his recent bereavement.

The hand of welcome is extended to Engineer L. A. Stoodley who has taken up his post of duty on the Air Line out of New Haven. We are glad to see Frank back with us again.

Engineer George Bell was around to see us recently and while he said he felt somewhat better he was not able to return to work.
Quite a few of our Engineers are sojourning in the Southland. Engineers Newman, Cliff Andrews and Bro. Hosmer are at present enjoying the warm breezes of that climate, while Engineer Geo. Watrous is spending a few idle moments on the Coast.

* * *

Jeremiah Beaudoin, Brakeman at Holyoke, has been off for some time on account of ill health.

* * *

From the reports of the AAU Bill Sampson, our genial operator at Holyoke, is making rapid progress in the art of skiing. The last time he took off in the way of a big jump he landed where the snow was scarce and the ground quite hard and the next day Bill showed up on the job pretty well dressed up with liniments.

* * *

Thos. Kennedy, our able janitor at Holyoke, certainly has a job on his hand trying to regulate the temperature in the office to suit everyone. As soon as he gets the steam up O. K. the "fresh air babies" complain so it is necessary to let the wintry air in by the way of the numerous windows; then there is a holler. Tom says he will be glad when the warm weather comes around so his troubles will be over.

* * *

Fireman Molyneux has left the Boston service and gone back to his old hunting ground on the Hartford Division.

* * *

Fireman Hawkes has landed back on the Terminal Work Train.

* * *

Too much praise and commendation cannot be given to Peter Paulson, Freight Flagman on New Haven, for his loyal and untiring efforts while employed on Extra 3011 on February 7, when heavy rains and flood conditions were prevailing along the Canal route and especially between Southington and Plainville, with the water ranging about six inches above the rail and which had resulted in washing the piles of ties from along the road bed over onto the tracks. Paulson got on the pilot and while hanging for quite a stretch kept pushing the ties off with his feet and finally was compelled to get off and walk ahead of his train in water up to his knees to clear away the ties. Such a spirit of co-operation is highly appreciated and goes to show the stuff that makes up the boys of the rail.

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The many friends of Frank Barlow, veteran Bill clerk at Belle Dock, will be pleased to hear that he has recovered from his recent illness and is able to be around again.

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Inspector Fred Kaiser is keeping his eyes on the ground again after a recent trip to the Big City when he picked up a very expensive set of earrings in the street. Fred noted the loss in the news columns and returned them to the owner and received a substantial reward.

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The many friends of "Ma" Butcher, popular telephone operator are pleased to hear that she has again returned to duty.

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So much class has been shown in the New Haven Station Bowling League this year it has been decided by a unanimous vote to send a team to National A. B. Congress to be held in Richmond on March 22 and 23 — funds for the trip having been furnished by the league. E. Benson, E. Kiskalt, E. Brockett, H. Hislop, E. Ranney and H. Perry, have been chosen to make the trip and they go forth with best wishes for success from all their friends on the system.

While the "dailies" did not mention it all credit is due Bro. O'Keefe of the Cedar Hill Brigade for his alertness recently in discovering a very serious fire and in lending every assistance possible to rescue the occupants of the house.

* * *

One would take it to be a corner on the stock exchange now to drop into the Engine Dispatcher's office at Cedar Hill since the installation of the new 'phone system. What fine operators our dispatchers make.

* * *

Our old standby Engineer Ed. Constock at New London is off duty on account of being seriously ill and at the present time is confined to Grace Hospital, New Haven. His many friends hope for his speedy recovery and that he may be back with us again soon.

* * *

Engineer Kilbourne, better known to us all as "Pop", dropped in recently and looks in tip top shape, especially with his "Van Dyke" all trimmed up with a finger wave. Next time Pop calls he promises to have a permanent wave.

* * *

Beware friends — Eli Bascom our Agent at Middlefield has blossomed forth as a crack man with the rifle — having captured second place in the two last tournaments held by the Railroad Club. Of course, understand he is shooting at ducks.

* * *

Announcement is made that John Wynne, Foreman at Cedar Hill, is the lucky boy to carry off the timepiece for which a drawing was recently held.

* * *

Truly it can be said with the passing of our old standby "Jack" Harmon that their will be a vacant chair at the ball park this season. "Jack" was a star in the game, having put in a few games of the Pros and being taken ill and at the present time is confined in Grace Hospital, New Haven. His many friends hope for his speedy recovery and that he may be back with us again soon.

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Miss Mary E. McCarty, former Steward at Hartford Station Restaurant, is enjoying the winter at St. Petersburg, Fla., and if any of her friends desire to communicate with her, they can reach her at the Pheil Hotel, St. Petersburg, where she is enjoying a much needed rest.

Jim Kilday, former Ticket Clerk at Hartford, who, as previously mentioned in this column, is at Fort Worth, Texas, for his health, is recovering from an attack of pneumonia. He would be very glad to hear from any of his friends. His address is 2708 Travis Ave., Fort Worth, Texas.

Friends of Bill Manion, Signal Maintainer at Hartford, are congratulating him on his recently being placed in charge of a two-ton truck which has been assigned to his department. It is expected that Bill will house the truck nights at East Hartford so as to be readily available for his use if required.

A representative of Along the Line dropped in to see Mr. Murphy, Freight Agent at Bristol, recently, and while waiting for him he was amazed at the rapidity with which a young lady in the office was putting out waybills. Later he mentioned his astonishment to Mr. Murphy, and learned that the young lady in question was Mrs. Irene Farrar, and that she held the record in this respect, making an average of 90 waybills a minute. That certainly is fine work, Mrs. Farrar.

Engineer Fred Benson has bid in 1202 etc., in place of Engineer Harry Drinkwater, who has taken the Torrington switcher in place of Engineer Tommy Fray, who is on leave of absence.

Engineer Tommy Fray had the misfortune to lose his wife by death recently and the Division extend their deepest sympathy to the bereaved family.

Train Baggage master Gene Slason, who runs on 265 and 274, was struck by a Taxi cab in New York City on February 20, receiving a bad gash on the forehead, necessitating five stitches taken, and body bruised badly. Gene resumed duty on March 4. He stated that a little thing like that does not bother him.

Gateman George Corner, at Thomaston, is right on the job. On February 17, as 265 was going over the crossing at Thomaston, George heard a peculiar noise which he thought was a flat wheel. He immediately notified the Dispatcher, who had train looked over at Waterbury, where they cut out coach 5017 with flat wheels.

Engineer Ed Guernsey has bid in 1204, etc. Engineer Harry Gates has taken 1208, etc.

Superintendent R. O. Hanley and wife spent Sunday, February 3, with friends in Brandon, Vt.

The Waterbury Work train, which has been working three days a week with a call crew, was discontinued entirely February 1. Engineer Herb Hoyt took the Naugatuck Switcher in place of Engineer Dick Beardsley, who took the Waterbury-Winsted Local in place of Engineer Fred Benson.

Second trick Operator Tom Halligan, of Ansonia, lost his wife by death and Dispatcher Pete Reardon lost his mother. We all sympathize with them in their great loss.

Conductor Frank Packard resumed duty on February 6 after several weeks of sickness.

Spare Freight Conductor Jim McMahon has bought a new Ford. Jimmie says he has had it up to 70 per, and no telling what she will do after he gets her broke in, as he has only run her 350 miles up to the present time.

Night Yard Clerk Slim Cunningham of Ansonia has resumed duty after several days' illness with the flu. Danny Reidy substituted during Slim's absence.

On March 2, a snow and sleet storm struck the Waterbury Division, which caused 16 telegraph poles to be broken down between Plainville and Forestville; a Western Union train from New Haven and another from Hopewell Junction reached the scene in very short order, and quickly made repairs.

Fred Moore of the Division Accountant's office is the proud owner of a new Ford. Bill Leroy is trying to buy it from Freddie at a reduced price.

Conductor Bill Rock resumed duty February 18. Spare Conductor George Stoker ran 1204 etc. in place of Bill during his lay off.

Freight Agent J. O. Chapman of Waterbury is polishing up the Nash preparing for the first of April.

Dispatcher Bill Peckham and Dispatcher Bill Gordon are still off sick; we all hope these two worthy Brothers will return to work soon, as they are missed by all.

Engineer Charlie Tibballs, according to Engineer Frank Cassidy, has joined Mack Sennett's Bathing beauties; understand Charlie has been practicing
walking on water at the Waterbury engine house. Only one thing he can’t understand about it is, he always sinks. His latest venture was trying to walk on the water in the ash pit, and it wouldn’t hold him, resulting in his getting a ducking, but when he came up he still had the pipe in his mouth.

Our efficient Track Supervisor, J. H. Smith, has the distinction of having been employed in railroad service for 60 years and has never lost a day’s pay due to sickness.

Danbury Division

J. J. Greeen

FRANK MAURER

CORRESPONDENTS

Now that Leo Posten is no longer a member of the bachelors club, he has taken up pistol shooting as a pastime. From the demonstration that Leo gave the boys in Maybrook a short time ago, Mrs. Posten need not worry.

* * *

Miss Hazel Durant, of the Division Accountant’s office, has a new notion of getting her weekly pay in change. What is the idea, Hazel, do they need the change in Bethel?

* * *

J. H. Dimmick, Chief Clerk to Agent Shields at Maybrook, N. Y., and wife are enjoying a vacation at St. Petersburg, Florida.

* * *

A. S. Davis, Agent at Sheffield, Mass., and wife, are enjoying a one months’ stay at Lauderdale, Florida.

* * *

Martin J. Hourigan, Yard Clerk at Danbury, has gone to Havana, Cuba, for an extended stay.

* * *

Charles Smith, Gate Tender at Danbury, Conn., is enjoying a five weeks visit with friends at St. Petersburg, Florida.

* * *

Mr. and Mrs. Frank McCoy, Sr., have returned from a brief visit in Asheville, N. C.

* * *

We wish to congratulate Mr. and Mrs. B. H. Clark on the birth of their son, Vernon Benjamin, born February 8, 1929.

* * *

On February 12, several of the Danbury Division Signalmen journeyed to New Haven to attend the meeting conducted by the Electric Storage Battery Company, explaining the proper method of caring for storage batteries. After the meeting Francis Dunn, Assistant Maintainer at Botsford, took it upon his shoulders to pilot Charley Newton’s straight eight to Bridgeport. If it had not been for Gus Schwartz, Francis would have bought the boys their breakfast in Boston the following morning.

Jack McGetrick, star bowler of the Superintendent’s team, has an average of 104 for the season. Anyone could have an average of 104, if he is given a spare everytime he knocks ten pins down.

* * *

While the Division Engineer’s bowling team has been enjoying the mild winter of 1929, it is evident that the Division Engineer’s bowling team of the New Haven Division is suffering from a cold wave. For the third time they have postponed their bowling match with Danbury, due to cold feet.

* * *

Patrolman John McCarthy, at Danbury, again has proved that he’s always on the alert. Recently when a brakeman at Danbury was getting off a freight he slipped and Mac caught him and saved him from possible serious injury.

* * *

Bob Cuthbertson, manager of the Poughkeepsie bowling club, has devised an economical way of giving his boys practice. He borrowed a pin from the alley man and placed the pin in front of a sand pile. Practice started about two weeks ago and up to the present time no one has knocked the pin down.

* * *

Five of the leading bowlers formed a team known as the “All Stars” and issued a challenge to any team in the league. George Crosby formed a team picked at random from the various regular teams and in a match game with these “All Start” (?) beat them so badly that they have disbanded. Crosby’s five since that game have been called the “Thundering Herd,” no doubt from the masterful way they piled up points. Mullins, Cross, Van Wyck, Greene and Fitzgerald were the winning combination, while Merrill, Bill Crosby, McGoldrick, Maurer and Quinn paid all the bills.

* * *

Although our dearly beloved friend, Sidney J. Polson, no longer hangs his hat in Danbury, we are nevertheless very much interested in his welfare. It comes to our notice that Sidney is the recipient of a “Cast Iron Golf Club” with which to dig his way out of the streams and muddy fields when playing pasture pool and we congratulate him on this very beautiful addition to his repertoire of clubs.

* * *

We are pleased to see Miss Barber and Carl Rogers back on the job in the Division Accountant’s office, both being off sick for about two weeks in February.

* * *

A bowling team from the Danbury office bowled a five-man team from the Lee Hat Company, commonly known as the “Lecos” and lost three games to them. Starting with a flash, the Lecos ran up a total of 131, the three games, 151, the win; we believe, breaking the State record of 1818, which it is understood was set up not long ago by one of the general office teams at New Haven.

* * *

After taking three games from the Division Accountants, the Engine House bowling team figured the Superintendent’s team would be cold meat, but, the Superintendents walloped them three games.
Not so long ago the Danbury Division Engineer's bowling team journeyed to Waterbury and took a beating from Mr. Beith's team; also paid substantially for the privilege of parking an automobile. We are now pleased to report that Mr. Beith's team took a wallop in Danbury recently and the question arises now as to where we will go from here to decide which team is the better. Of course we believe our Danbury team can win the rubber.

* * *

We are pleased to hear that "Eddie Dyer" of the Superintendents' office has been able to get out for a few days and we are all hoping for his speedy recovery.

* * *

Tom Lee, our genial janitor, is quite a pugilistic enthusiast and demonstrates some of Mr. Dempsey's punches very cleverly, particularly the whole bope and tire tape punches. As a matter of fact, Tom says that there never was and never will be a man capable of beating Mr. Dempsey. Tom says further that if the folks in the office building hear the drone of an aeroplane it probably is only Tom Lee's ice express, merely returning with a load of ice.

* * *

We are pleased to note that our good friend, C. D. Tibbitts, has tossed a brown derby into the political ring in Danbury for Mayor of our city. It is understood that Mr. Tibbitts will receive a substantial vote and the railroad boys are all for him. The Danbury Times and several other papers have given Mr. Tibbitts considerable space.

* * *

It is good to see Chris. O'Brien of the Stores Department bowling with us again. Chris. has returned after quite a stretch of illness.

* * *

Speaking of estimates, here is a close one. On February 5, W. H. Seeley, chief clerk in the Division Accountant's office, set up a final estimate of $381,550.00. When the accounts were closed a week or so later, the actual figure was $381,550.10.

* * *

As we write these notes the end of the bowling season is only a week away, and following is the team standing to date, together with the individual averages of the top ten men:

**Danbury Division Bowling League. February 20, 1929.**

<table>
<thead>
<tr>
<th>Team</th>
<th>Won</th>
<th>Lost</th>
<th>Per Cent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superintendents</td>
<td>53</td>
<td>7</td>
<td>.883</td>
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<tr>
<td>Division Accountants</td>
<td>43</td>
<td>17</td>
<td>.716</td>
</tr>
<tr>
<td>Engine House</td>
<td>32</td>
<td>28</td>
<td>.533</td>
</tr>
<tr>
<td>Drafting Room</td>
<td>27</td>
<td>30</td>
<td>.473</td>
</tr>
<tr>
<td>Division Engineers</td>
<td>28</td>
<td>32</td>
<td>.467</td>
</tr>
<tr>
<td>Signal Department</td>
<td>21</td>
<td>39</td>
<td>.350</td>
</tr>
<tr>
<td>Dispatchers</td>
<td>17</td>
<td>43</td>
<td>.283</td>
</tr>
<tr>
<td>Stores Department</td>
<td>16</td>
<td>41</td>
<td>.280</td>
</tr>
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</table>

**Individual Averages**

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<th>Games</th>
<th>Pinfall</th>
<th>Average</th>
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</thead>
<tbody>
<tr>
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<td>6029</td>
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<td>102.97</td>
</tr>
<tr>
<td>54</td>
<td>5510</td>
<td>102.03</td>
</tr>
</tbody>
</table>

**Providence Division**

**F. A. Lindopp, Correspondent**

John Ruff, Division Engineer, attended the annual session of the American Railway Engineering Association in Chicago during the week of March 9.

* * *

We extend our sincere sympathy to Anna Garvin, operator in our local telephone exchange, in the death of her mother on March 1.

* * *

A good sized delegation from the Providence Division journeyed to New Haven, Saturday, February 9, and report a very enjoyable time. Following the bowling contests a fine dinner was served, after which dancing was enjoyed until a late hour. The party returned to Providence well repaid for their trip.

* * *

A snow storm broke through and invaded the Division Saturday, March 2, but aside from isolated signal failures due to heavy accumulation on signal line wires, little trouble was experienced.

* * *

John Brooks Porter, for the past eight years our General Foreman at Providence Engine houses, has been promoted to the position of Master Mechanic on the Old Colony Division, effective February 15. While regretting the loss of close association with him his many friends on the Division rejoice in his promotion, appreciating the proficiency he has attained during his term as General Foreman at Providence. Congratulations, Jack!

* * *

An enthusiastic delegation from the Waterbury Division came to Providence, Saturday, February 16, and following the usual bowling contests at the Washington Alleys buses conveyed the party to the Association Rooms at Auburn where a chicken dinner was served, following which dancing was enjoyed up to a late hour. We trust our friends from Waterbury returned home feeling well repaid for their trip here.

Ellsworth George, Jr., and Elizabeth Caroline, Children of E. G. Towne, Pilot, N. E. Nav. Co., Providence
Friends of George S. Berrieck are pleased with his promotion to succeed Jack Porter as General Foreman at Providence Enginehouses. George moves up from the position of Night General Foreman at that point.

A delegation from the New Haven Division will come to Providence Saturday, March 9, arrangements having been made for bowling contests, following which the party will be entertained at the Association Rooms at Auburn. A pleasant time is anticipated with our friends from the New Haven Division.

* * *

Eva Gobielle, Stenographer in the Division Superintendents office has just returned from a solo trip to Washington, D. C. and tells a story of a mystery which remains unsolved. Eva was slumbering peacefully in a lower berth, speeding solo trip to Washington, D. C., when her slumber was rudely shattered by an uninvited guest in her berth. Her first thought was of a rat but she soon decided that it was a household pet commonly known as a cat, hereinafter called the party of the second part. Said party of the second part was clawing briskly on all fours in perfect rhythm when Eva awoke and disappeared as mysteriously as it had appeared. We give Eva credit with knowing it was a cat that broke up her solo trip. Now to explain whose cat it was and where it came from.

Local friends have made many suggestions, one, that it was the cat which the police a few months ago had trailed to the Coutanche garret, making its way out of Town; another, that a pet of one in another berth had worked itself free and was enjoying its freedom, or that the people up stairs had simply thrown the cat out for the night. Eva exhibited a scratched hand to prove her story, only to be met with the suggestion that in her slumber she had unpeacefully put her hand through the curtain so that other occupants of the car passing through brushed against the hand and caused the scratches. As a further suggestion one has been made rude enough to tell of the husband and wife who were taking their first trip in a sleeping car. Hubby was tired and retired early. The wife had friends in the coach ahead and chose to sit up a while and talk to them. After locating their berth it was agreed that when the wife came back into the sleeper she would call out "George" and George was to put his hand through the curtain to ensure her getting into the right berth. Others in the sleeper had overheard the arrangements. Well, later on the wife came back and called out "George." Immediately a dozen hands came through the curtains from one end of the car to the other.

Dining Car Dept.

Frederick E. Brady, one of our well known dining car stewards, left recently for a long automobile trip in his son's new Packard, with his son and daughter. He was due for a stop-off at Atlanta where no doubt he would play a few holes with Bobby Jones, and from there was bound for Miami.

* * *

Al Fenton, dining car steward, had gone on a tour of the west, via San Francisco to Los Angeles, where no doubt he will mix in with Mack Sennett and his bathing beauty, and also intends to take in all the sights on the coast.

Boston Division

C. A. Boardman

Joseph LaFontaine

Frank Litchfield, Agent Greenbush, completed 41 years of service at that Station on January 31. His many friends wish him many more years of active service.

Cable advices from Costa Rica announce the birth of a son to Mr. and Mrs. Fred J. O'Neil former Boston Division train dispatcher now with the Northern Railways of Costa Rica. Enhorabueno Freddie.

Albert Fox, former station assistant at Wollaston, Atlantic and Harrison Square now has a regular position as towerman on the Electric Division of the New York Central Railroad.

Bobby Taylor, the all around athlete of South Braintree who batted for an average of .096 for the 1928 baseball season duplicated these figures in the South Braintree bowling league, being a member of the champion Fire Department team. Each member of the team was presented with a new Red shirt.

Jimmie Welsh, former Agent at Hanover, is now located at Calgary, Alberta, where he is employed on the Canadian Pacific Railroad.

He writes that the winter weather there compares favorably with that of New England.

Ernest Weaver, third trick signalman Brockton, has bid in the Agency at South Hanover.

Many of the clerks in the offices of the Division Headquarters were able to attend the Gypsy Smith revival meetings at the Boston Gardens, through the generosity of Ed, Hall who passed around the admission card boards.

Bridge and Building Supervisor, J. J. Wishart, has joined the Railroad Colony at South Braintree moving up there from Brockton March 1st.

George B. Pierce, Signalman, Braintree Tower, should be very proud of his two young daughters, Mary, a senior and Barbara a junior at the Braintree High School.

The names of these two students appear on every honor roll given out at the school, a record hard to beat.

Miss Hilda Anderson, stenographer in Mechanical Superintendent Baldas' office, was tendered a surprise shower on February 14. All the young ladies employed upon the fourth floor gathered during the noon hour in Train Master Ahern's office and presented Miss Anderson a handsome bed puff of green silk in anticipation of her approaching marriage in April.
Charlie Cirwin entertained some exaggerated ideas as to his bowling abilities until Jimmie Hannigan of the Division Accountants office offered to spot him fifty pins in a five string match loser pay for all the bowling. Jimmie was sixty pins to the good at the finish of the match which was bowled on February 22 before a large audience. Charlie hasn't much to say now.

W. E. Gough, second trick Myricks, known in that gay town as “Barnacle Bill the Sailor” was much embarrassed, while waiting for train 624 recently to be accosted by a stranger who mistook him for a Salem Street undertaker. Must be that “iron hat” Bill. * * *

Pete W. Pierce, Ticket Clerk, Marlboro, confined to his home with an attack of “Grippe” is relieved by spare telegrapher Harold Sawyer.


Mrs. Laura L. Stevens, Fitchburg Freight, on leave, relieved by J. H. Mann.

Engineer “Hoss” Specht has recommended the third trick guardian of Oak Street for a position with the “Slow Movies.” Can you make it Joe?

Frank Schreeder, third trick Whittenton Jet, and Dan MacDonald, third trick Middleboro Jet, went to Boston recently to sample that town’s cuisine, the lunch was to have been “Dutch treat,” however “Speed” says he never knew “Dan” was a ventriloquist until after he had settled both checks.

Horace Houde, second trick, Middleboro Jet, just went through the painful operation of having all his teeth extracted. Horace says he doesn’t need teeth to ‘eat’ pea soup anyhow.

George T. Poulkes, third trick, Walpole, narrowly escaped being run down by a Wheaton College student. George was always popular with the ladies, but says this is the first time one tried to take his life.

F. A. Clines, Yardmaster at Fall River, is off on account of illness. We all hope to see you back again soon, Frank.

Percy Durrell, Passenger Conductor, who has been off several months on account of sickness, is now on the road to recovery and the boys all along the line hope to see him in uniform again soon.

Fireman Joseph Mason, who was seriously injured in the accident at Fall River Yard on February 14, is recovering from his injuries and is now able to get around on crutches. His many friends wish him a rapid and complete recovery.

“Bum”, alias “Fanney”, alias “Tramp” is dead. For the information of those who are not acquainted with the above named, she is the cat that claimed a home in the Union News Restaurant in the Taunton Passenger Station. She was a typical railroad cat and her feats of climbing aboard an outbound train, later showing up on some incoming train gained her wide notoriety to the extent that a reporter from the Taunton Daily Gazette was assigned to write her history. Of late years “Bum” has stuck close to the hearth, confining her wanderings to the Superintendent’s, Division Accountant’s and Trainmaster’s offices, with an occasional stroll across the track. How “Bum” met her demise we cannot say, although we do know that she went out one day recently in apparent good health and was later found dead. No official rat chaser has as yet been named to fill the existing vacancy.
Howard Mulcahy was the successful bidder for the position of Foreman on Section 36, Taunton Yard. Our best wishes for success in your new work is extended to you "Mul."

* * *

The bowling quintet representing the New England Steamship Company of Fall River desire to use this column to issue a challenge or defy to Frank Wellman's Taunton Wonders for a match anywhere, time or place—winner to take all. Frank's answer will probably be communicated to the Along the Line representative at Fall River, Leo Peloquin.

* * *

Mrs. George T. Townes, wife of Engineer G. T. Townes, is visiting their son who is a cadet at West Point.

* * *

Fred Haskell, Section Foreman, Taunton Yard, has been appointed Extra Gang Foreman, made vacant by the death of Frank Beeman.

* * *

Who was the gent who in trying to explain the new phantom message circuit, referred to it as the "Ghost Circuit."

* * *

Dispatcher Harold C. Parmenter is off duty for the past few days with a severe cold. Better look out "Skinny," the undertakers always have time.

* * *

H. H. Whitney, Joint Agent, South Sudbury, is spending a vacation in Florida. Fred Nichols who is doing the honors in Mr. Whitney's absence, was the happy recipient of a large box of Florida's finest oranges. Nick always was lucky.

* * *

Now that Dispatcher J. K. Callaghan has his new racy car he intimates he will give "Bro" Curtis a run for his money on those "Sylvian" trips Curtis is so fond of taking. Speed up, Harry.

* * *

George Clark has stepped into the big business section recently by purchasing Jack Callaghan's fast "Cruiser." George says he will take a tryout at Rockingham as soon as he finds what all the "gagets" on the dash are for.

* * *

J. E. Lynch, the popular Signalman, Attleboro Jct., says it was a tough winter in that section. "You're not all alone in that, Jim."

* * *

Who is the young lady who calls our popular janitor around 4:00 a.m. each morning? Janitoring has its compensations. Yea, verily.

* * *

P. J. Murphy our very efficient crew caller has resigned. Pat says he is thinking of taking up chicken raising, being discouraged by the wonderful results shown by R. R. Mitton.

* * *

Poor, innocent clams are now blamed for sleeping sickness—at least so claims a well-known member of the Mechanical Department. This new scientist is now conducting investigations which should be important to everyone troubled with insomnia.

Midland Division
T. M. Buckley, Correspondent

Our veteran Conductor A. L. McKenzie has returned to the Readville Work Extra after an absence of several months. "Al" decided he needed a little rest.

* * *

The many friends of Conductor W. B. Hancock are pleased to welcome him back after a long illness. "Bennie" claims he feels better than ever.

* * *

"If a man does not make new acquaintances as he advances through life, he will soon find himself alone. A man should keep his friendship in constant repair."

—Johnson.

Agent Thompson at Bellingham Jct. attended a dance recently in Bellingham, and had the honor of dancing with our fair Agent at No. Bellingham, Mrs. M. F. Law. The judges after careful consideration awarded this couple first prize as the best waltzers in the hall.

Preceding the dance there was an entertainment which would have gone through with colors flying except for the fact that Mr. Thompson had the misfortune to tear his fancy socks when putting them on, thereby causing some delay.

"Men, the most infamous, are fond of fame. And those who fear guilt, yet start at shame."

—Churchill.

Dispatcher Sears spent Monday, March 4 in Portland, Me., visiting scenes of his juvenile days. There is no greater pleasure to any man than a visit to his boyhood home and, no doubt, we will all agree that no song sounds any nicer to our ears than that which runs:

"Backward, turn backward, Oh time in thy flight, And make me a boy again just for tonight."

* * *

Charlie Sutton, clerk in trainmaster's office has returned to work after several days absence due to the illness followed by death of his father, who succumbed after months of suffering. Charlie has the sympathy of all the boys.

"In youth there is color and sparkle which dazzle, giving little knowledge of the soul within, but when time has dulled the sparkle, then is the story written full upon the face—that all the world may read."

* * *

A very pretty wedding took place on Sunday, March 3rd in Malden, Mass., when Operator Jackie Gordon of S.S. 187 (Castle Square) was united in marriage to Miss Frieda Tannenholtz. After receiving the best wishes from those present, the happy couple left for a wedding trip to New York.

"Even in the fiercest uproar of our stormy passions, conscience though in her softest whispers, gives to the supremacy of rectitude the voice of an undying testimony." — Chalmers.
Agent S. Bussell who has been at Clicquot for several months bid in agency at Boylston St. His successor at Clicquot is M. E. Nugent who has been chief clerk at Fairmount. Clerk H. R. Smith from Forest Hills bid in agency at Hyde Park vice C. G. Thurreson deceased.

"That which other folks can do,
Why with patience may not you?
Try, try, try again." — Anon.

"He most prevails, who nobly dares." — Brooe.

T. M. Buckley,
Trainmaster.

Boston, February 28, 1929

April 22, 23 and 24 will once again see the General Offices Athletic Association basking in the limelight of public acclaim.

The annual show of the association has become one of the looked forward to events of each winter season, not only among the members themselves but among the general New Haven public who appreciate a mighty fine amateur performance.

This show has become the gem of all amateur shows in New Haven and many have acclaimed it better than some of the shows gracing the professional boards.

The performance this year will vary quite a bit from those of previous years, from a musical extravaganza and minstrel the committee in charge decided to change to a real honest-to-goodness musical comedy, "Sunny Sardania." And this show will be just that — a sunny, amusing, laugh-getter from beginning to end with the kind of songs that will keep running through your head for days after.

Assistant to Vice-President E. L. Taylor is the head of the ticket committee and he has announced a slightly lower scale in the price of tickets, in order that everyone may attend.

J. T. Martin is once again the chairman of the talent committee and Leslie Tyler will once again head the program committee.

The show is produced under the general direction of the Social Committee of the Athletic Association headed by Walter Shanley and Percy O'Dell.

The inter-divisional bowling matches this year have been going along in fine shape. Waterbury came to New Haven and enjoyed themselves immensely and then they invited the New Haven people to be their guests in a return engagement.

Providence Division folks visited New Haven during the past month and, like the Waterbury Association, they arranged a return match with New Haven which will have been rolled before this issue of the Line reaches its readers.

An innovation this year in the bowling matches is the organization of an "Old Timers" team. These stars of other days are sure having a lot of fun and, in fact, the match between the Waterbury...
and New Haven "Ex-Champs" reached the stage where it was necessary for them to roll a private match of their own on neutral alleys in order to decide just which was the best team.

They met at Derby on February 23 and the New Haven team emerged victorious. The Waterbury team was composed of Garside, Smith, O'Hanley, Dorman and Coan and the champion New Haven team of Schlegel, Maroske, Kirk, Crowe and Stepple.

Visitors coming to the Executive offices will now have to stop and get their bearings before entering what used to be the president's office. It is the present offices of Mr. Ryan and Mr. O'Connell, as a token of their esteem. The good wishes of all Mr. Carey's friends go with him in his new location.

He is succeeded by Mr. W. R. Sederquest, formerly of Taunton, and as much as we regret Mr. Carey's leaving us, we are fortunate in having as his successor a gentleman of Mr. Sederquest's caliber. We wish both the best of success, in their new fields.

We are glad to see Miss Edna Sullivan's smile again, and imagine Mr. Mechanic Maxwell is equally glad. Miss Sullivan was hit by an automobile several months ago and suffered severe injuries to her shoulder and spine.

The familiar smile and cherry greeting of Mr. Ryan, our South Station mail man, is sadly missed. Mr. Ryan, who passed away on March 11, was well liked by all.

Boston Terminal Company

WILLIAM HILTZ, CORRESPONDENT

Few people who see the South Station yard, a blaze of light from hydro-carbon, on the night of a heavy snowstorm, realize that the use of hydro-carbon for burning snow and ice from switches was the idea of a Boston Terminal man, James F. Lang, at that time Resident-Engineer. Hydro-carbon is waste material from the gas plant, and before Mr. Lang hit upon the idea of its present use, was sold to a lamp black company. R. F. Baker, now Locksmith, South Station, made the first can used for distributing hydro-carbon. When it was first tested out a common watering can, such as used in a garden, was tried, but was not successful, and the can designed and made by Mr. Baker is now in general use. Hydro-carbon is wonderful material for the purpose. While it will burn snow and ice from switches it will not burn a tie, nor will it blow out in even a seventy-mile gale.

Although we had several severe snow storms the latter part of the month the train service in our yards has not been stopped or slowed down to any great extent. In other words we have received and delivered drafts and trains from and to the railroads without delays. This was due partly to the use of our snow melting device, a gas by-product known as Hydro-Carbon and also to the watchful care of our track supervisor Mr. Shedd and his well trained force. Whereas the City of Boston has spent many thousands of dollars removing snow to keep traffic moving, our lines have been kept open at all times at a comparatively small extra expense.
Ethan Allen, Agent Harrison Square, died at his home in Braintree, on March 1. He was born in Leominster, Mass., in 1882. He first entered the service on the Providence Division in 1904, resigning in 1905, and re-entered the service on July 16, 1907, at Fitchburg, as clerk and operator. He worked as Agent at various stations on the Old Colony and Boston Divisions, notably East Braintree. His last assignment was appointment as Agent at Harrison Square on December 1, 1928, and on February 6, was obliged to give up work on account of illness. He is survived by a wife and four children; two boys and two girls; the oldest being 16 years and the youngest 6 years, who have the heartfelt sympathy of all who knew him.

Funeral services were held in the Masonic Temple, Braintree, and were largely attended by former associates and friends.

James Bigbie, Jr., Building Foreman, Providence Division, died of pneumonia, February 19. Mr. Bigbie entered the service as a carpenter in our Bridge and Building Department, December 5, 1906, and on July 23, 1908, was promoted to the position of Building Foreman, in which capacity he served up to the time of his death. Through Mr. Bigbie's death we lose the services of a first class mechanic, a faithful and dependable employee. Our sympathies go out to Mrs. Bigbie and family in their time of sorrow.

Wilson Burns, Engineer, Waterbury Division, one of our Half-Century Honor Roll men with a record of more than 50 years service with the New Haven, was killed on January 23, when his train was derailed at Castle Bridge.

Mr. Burns was born at Milford, Conn., on December 27, 1860, and entered railroad service with the Old Naugatuck Railroad as fireman in 1879. He was promoted to engineer in 1882 and served until his untimely death in this capacity, with a perfect record. "Cap" Burns was a great favorite, and will be sadly missed.

Dominick Campbell, Mason Helper, Boston Division, was granted leave of absence on January 23, and sailed for Italy to see his folks. While in the old country enjoying the scenes of his boyhood days he met with a very serious accident which resulted in his death on February 6, 1929. Mr. Campbell was born in Owego, N. Y., on April 9, 1883, in Italy. He started to work for the New Haven Railroad as Mason Helper at South Braintree in August, 1901. Also served in the World War from September, 1914, to August, 1920.

Myron D. Clark, Assistant Accountant, Auditor of Freight Receipts Office, New Haven, Conn., died Monday, February 4, at Staten Island Hospital, Tompkinsville, S. I., at the age of 53 years.

He entered the employment of the New Haven Railroad, July 19, 1893, as clerk in the Auditor of Freight Receipts Office and spent his nearly 36 years service in that department, serving successively as Revision Clerk, Assistant Chief Clerk, Head Clerk of Interline Bureau, and Assistant Accountant.

Mr. Clark's fidelity to duty, sterling qualities and sunny disposition, endeared him to all with whom he came in contact and he will be greatly missed by his many friends. He is survived by his wife and daughter.

Fayette S. Curtis, President of the Old Colony Railroad, Chairman of the Board of Trustees of the Boston Terminal Company and President of the Union Freight Railroad, died February 15 at his home, 7 Revere Street, Jamaica Plain. He was formerly vice-president of our company and was in his eighty-sixth year.

Fayette Samuel Curtis was born December 16, 1843 at Owego, Tioga County, New York, the son of Allen and Catherine C. Curtis. He was educated at Owego Academy where he took a special course in civil engineering. He entered railway service in 1863 with the Albany and Susquehanna Railroad. In 1871 he represented the Harlem River and Portchester Railroad Company in the location of lines between New Rochelle and Harlem River, later in that year entering the service of the New York and Harlem of which railroad he was appointed chief engineer in 1874. In 1886 he was appointed chief engineer of our company. On March 10, 1900 he was elected vice-president, resigning on April 1, 1907, subsequently being elected president of the Old Colony.

Mr. Curtis was a director of the Jamaica Plain Trust Company, a member of American Society of Civil Engineers, Connecticut Society of Civil Engineers, Beacon Society, Boston Athletic Association and a member of Friendship Lodge, A.F.A.M., New Jerusalem Chapter, Royal Arch Masons of Owego and Constantine Commandery, Knights Templar, of New York City.

Mr. Curtis is survived by his wife who was formerly Mary J. Bishop of New Haven, to whom he was married October 19, 1872: a daughter, Mrs. Mary J. Woodworth, the wife of Captain John D. Woodworth, Medical Corps, U. S. S. Vancouver, Washington; a sister, Kate S. Curtis of Owego, N. Y., and a half brother, Robert Curtis of New York City. There are five grandchildren. Fayette Curtis Woodworth, Mary Justin Woodworth, George Henry, John Fayette and Dorothy M. Curtis.

Funeral services were held Sunday, February 17 at the First Baptist Church in Jamaica Plain, conducted by Rev. Frederick E. Heath. Burial was at Forest Hills.
March, 1929  Along the Line  31

W. H. Dredger, Painter Foreman, Boston Division on sick leave of absence, died January 28. Mr. Dredger's loss is a great one to his fellow workers. He was a very active man and a most efficient foreman. Born in New York City, August 17, 1880. Started to work for the New Haven Railroad in 1908, as Painter with headquarters at South Braintree. On May 1, 1926, was set up to Painter Foreman and served in that capacity until his death.

John Dutton, Engineer, Old Colony Division, died very suddenly on Friday, March 8. Mr. Dutton has a record of 44 years service with the New Haven Railroad as Engineer. He had been recently running down on the Cape. Sincere sympathy is extended his family.

Timothy Egan, Yard Brakeman at New Haven, died at his home on January 30, after a short period of illness. Mr. Egan entered the service on January 16, 1920, and has been in service since then. He retired with a most perfect record. His many friends extend to his wife and family their sincere expressions of sympathy.

Clarence N. Franklin, Yard Conductor in the New Bedford Yard, met instant death in the performance of his duties on March 1. He proved himself a very capable and reliable foreman and endeared himself to all who knew him. He is survived by his widow and two children, who reside in Freetown.

William H. Gilman, Engineer, Fall River Yard, was instantly killed while on duty February 14. "Bill" Gilman was known in railroad circles as a most efficient and conscientious worker, and his sudden death was a distinct shock to his host of friends. His sunny disposition will be sorely missed by his associates in the Fall River Yard.

John Harmon, Locomotive Engineer, died at his home in New Haven on February 23, 1929, after a short illness. He entered the service as Fireman on September 28, 1883, and was promoted to the position of Engineer on May 19, 1891, which position he held until the time of his death. "Jack," as he was known to all, was one of the real veterans and for a number of years covered our best passenger runs. During his entire service he has enjoyed a most perfect record and was held in the very highest esteem by all who knew or came in contact with him. His passing is deeply regretted and to his wife and family his large circle of friends extend their sincerest expressions of sympathy.

Michael James Hooker, affectionately known as "Jimmie", passed away at his home, on January 28, after an illness of only a few days. He was born in Plymouth, England, on April 2, 1850, and entered the service of this company on August 15, 1889, as a Switchfitter and Repairman in the Signal Department. On November 13, 1911, Jimmie was severely injured at Forest Hills as a result of being struck by a locomotive, but he recovered and was back to work in February of 1912. Not being as capable, physically, as before his accident, he was placed in the Electrical Department with headquarters at Back Bay, where he has been a familiar figure for the years that followed.

He was an earnest worker for the Signalmen and was the founder of the Signalmen's Union. His pleasing personality, willingness to co-operate and loyalty to the Company and his fellow workers, earned for him the respect of all who came in contact with him.

John Morris Murphy, Clerk in the Division Storekeeper's office, Providence, died March 6. He entered the service as a Clerk in the Stores Department at Providence, May 15, 1923, where he was employed at the time of his death. His many friends were shocked to learn of his death which came unexpectedly. He lived with his parents at Mansfield, Mass. to whom we express our profound sorrow.

Myron Joseph Plympton, Section Foreman, Providence Division, died of pneumonia, December 15, 1928. Mr. Plympton entered the service as a Track Laborer in our Roadway Department, April 1, 1882 and was promoted to the position of Section Foreman, October 3, 1912, continuing in that capacity up to the time of his death. Mr. Plympton's entire period of service, amounting to nearly 47 years was spent on the line between Providence and New London, the last twelve years being spent on the Section at Westerly, R. I. He proved himself a very capable and reliable foreman and leaves with us an impressive record of devotion to duty over a period of 47 years. He is survived by several sons and daughters, to whom we express our deep sympathy.

Lemuel Robertson, Bridgeman, Boston Division, on sick leave of absence, died on January 29. Mr. Robertson was born in Prince Edward Island on August 30, 1860. He started to work for the New Haven Railroad as Bridgeman at So. Braintree on October 5, 1909. Before entering railroad work Mr. Robertson was a ship carpenter which made him a very valuable man while working for the road as a bridgeman in building pontoons, boats or scows.

James Patterson, Clerk in the Store House, Taunton, Mass., died at the hospital on February 21, following a short illness. His passing has occasioned great grief on the Old Colony Division where he had amassed a wealth of friends during his ten years service. His athletic abilities established him in a prominent position on the Railroad Baseball and Bowling Teams and he was always interested in all the division social and sporting activities. He is survived by his wife and one daughter, who have the sincere sympathy of all his associates.

PENSIONERS

Joseph E. Crowell, former Agent at Wellfleet, Mass., died January 29. He was born Nov. 6, 1861 and entered railroad service as Clerk-Operator in 1882 in the Operating Department of the Old Colony Railroad. From 1891 until his retirement in 1927 he served as Agent at Provincetown, North Dighton, and Wellfleet, where he made his home.

William C. Flint, former Engineer, New Haven Division, died January 12. He was retired from active service in 1926.

Charles S. Gay, former Yardmaster, Boston Division, died January 19. He was retired from active service in 1923.
<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>ENTERED SERVICE</th>
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<tbody>
<tr>
<td>George Henry Saunders</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>1868</td>
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<tr>
<td>John Edw. Killoy</td>
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<td>William Stephen Lucey</td>
<td>Station Master</td>
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<td>1869</td>
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<td>Stephen S. Thayer</td>
<td>Record Clerk</td>
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<tr>
<td>Lorenzo B. Nickerson</td>
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<td>1869</td>
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<td>T. W. Hoogs</td>
<td>Office of Vice-President</td>
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<tr>
<td>Fred A. Baker</td>
<td>Switchman</td>
<td>Boston Term.</td>
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<td>Lorenzo Warren Bates</td>
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<td>E. H. Storehouse</td>
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<td>Charles Waldo Ralph</td>
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<td>Asa Herbert Porter</td>
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<td>Walter Spratt</td>
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<td>John Henry Barton</td>
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<td>Thomas Burns</td>
<td>Rec. and Loading Clerk</td>
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<td>Charles Leonard</td>
<td>Agent and Operator</td>
<td>New York</td>
<td>1873</td>
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<td>Charles Ruggles Sawyer</td>
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<td>Augustus S. May</td>
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<td>William Henry Cone</td>
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<td>John Toolin</td>
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<td>Readville</td>
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<td>A. F. Currier</td>
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<td>Wm. F. Mornhinweg</td>
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<td>Bradford D. Bosworth</td>
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<td>Frank Pierce Hawley</td>
<td>Yard Brakeman</td>
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<td>John T. Reilly</td>
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<td>Thomas F. Mulcahy</td>
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<td>Charles R. Densmore</td>
<td>Cabinet Dept.</td>
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<td>Frank Kaeppel</td>
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<td>John H. Snagg</td>
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<td>Ebert A. Cowles</td>
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<td>Thomas Colbert</td>
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<td>Fred P. Broadley</td>
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<td>Rufus P. Wands</td>
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<td>Geo. W. Cobb</td>
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<td>Patrick H. Broderick</td>
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<td>Francis F. Leary</td>
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<td>Martin E. Griffin</td>
<td>Yardmaster</td>
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<td>John C. Coleman</td>
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<td>William Merrigan</td>
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<td>J. M. Whitmore</td>
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<td>Patrick A. Collins</td>
<td>Engineman</td>
<td>Old Colony</td>
<td>1877</td>
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</tbody>
</table>

We regret to announce the loss from our Honor Roll of Wilson Burns, Engineman, who died Jan. 23, 1929.
About Our Half-Century Men

Edward O. Sexton, Engineman, New Haven Division, stands on our Half Century Honor Roll with a record of 52 years continuous service with the New Haven.

Born May 17, 1860, Mr. Sexton entered railroad service in 1877, at the age of 17 as a trucker in the Freight House at Springfield. He was later promoted to Clerk and then transferred to the position of Locomotive Fireman in 1879. In May, 1887 he became Locomotive Engineer, and he has served continuously in this capacity, 42 years, at the throttle!

At the present time and for a number of years past Mr. Sexton has been running the Yard Engine at Springfield. He is extremely popular with his fellow employees, and in fact with all whom he comes in contact.

Mr. Sexton is interested in the Railroad Y. M. C. A. at Springfield and has been an active worker in that organization since 1882. In 1894 he was made Chairman of the Board of Management, serving in that capacity for three years. He is still a member of the Board.

In 1903 he devoted a considerable amount of time to assisting in the raising of a fund to erect the present Springfield Y. M. C. A.

In addition, Mr. Sexton is an accomplished piano player and officiates at many of the large Railroad Y. M. C. A. gatherings, not only in Springfield but throughout the country. Both he and Mrs. Sexton are ardent church workers. It is doubtful if there is a better known or more popular locomotive engineer on the system, and Mr. Sexton’s friends all hope he may enjoy many years of active service.
What Others Say

Mr. Edward Gans, publisher and general manager of the "Fall River Globe" has written us an appreciative letter concerning the excellent service furnished by Conductor R. N. Knapp, the train crew and Pullman porters on the Colonial Express. Mr. Gans says in part:

"Mrs. Gans was taken sick en route and she cannot praise too highly the kindness and courtesy extended to her by the above. The whole-heartedness and sympathetic manner in which she was taken care of, she insists, should be a matter of record.

"I want to join with her and if possible thank the said trainmen for their courtesy."

A really fine and unselfish act by Conductor George Barton was observed on Train 25, December 16th. A passenger roused from sleep was both obstinate and drowsy. Little did he care about being ready to alight. I fancied that the Police Department would be called in to carry him out. Conductor Barton gave up the verbal contest; he dug up the man's shoes, put them on the reeling, staring customer, laced them up, put on his rubbers and overcoat.

"That's service!" mumbled the passenger as he left at New Haven.

(Sent in by C. M. Sheafe, Jr.
General Solicitor, N. Y.)

The Tri-City Ice Delivery Co.
Ansonia Conn.

Mr. Leslie Tyler,
Special Representative,
The N. Y., N. H. & H. R. R. Co.,
New Haven, Conn.

Dear Mr. Tyler:
I want to bring to your attention something that developed from an investigation I made of the fire that destroyed our ice house in Derby, on the morning of November 26th.
You will recall, we talked about this at a Rotary Club luncheon in Ansonia, where I had the pleasure of hearing you speak and also the great pleasure of making your acquaintance. The story is as follows:

Your freight crew that comes into Shelton about 3 a.m. from the north, discovered our ice house burning on the other side of the River, in Derby. They immediately sounded an alarm with their locomotive whistle, which caused the fire alarm in Shelton to be sent in, thereby preventing serious damage caused by sparks blown across from our burning ice house.

The intelligent and prompt action of your men undoubtedly saved a good deal of property and in my opinion these men should be recognized by your company as outstanding men ready to do more than their regular work and capable of doing it right. It would please me if you could let these men know how much I appreciate their timely good deed, and if you have any special way of recognizing things of this kind, may I suggest that you take this case under consideration for action.

Hoping that I will soon have the pleasure of hearing you speak at our own Rotary Club in Derby, I am

Yours very truly,

(sgd) John West,
Local Manager for the
S. N. E. Ice Co.

STONE COLLEGE
116 Church Street,
New Haven, Conn.

Mr. E. E. Regan, Supt.,
N.Y., N.H. & H. R.R.,
New Haven, Conn.

Dear Mr. Regan:
This is to thank you for the many courtesies extended the students of the Stone College on Friday of last week when they visited the Classification Yards at Cedar Hill as guests of your Company. It is our desire that you thank the members of your staff who so efficiently and patiently explained everything connected with this department of the New Haven Road.

There were about two hundred young people who took the trip and every one of them should be a booster for the New Haven Road in its efforts for efficiency and economical administration.

Rotarily yours,

(sgd) Nathan B. Stone, President.
In Recognition of Long and Faithful SERVICE

As long as men shall live and build, as long as they shall strive for worth while achievements, there shall be honor and glory in work well done.

February Retirements

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Division</th>
<th>Years of Service</th>
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<td>Henry A. Haskell</td>
<td>Engineer</td>
<td>Providence</td>
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<td>John Cahill</td>
<td>Asst. Signalman</td>
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<td>John L. H. Foster</td>
<td>Drawbridge Foreman</td>
<td>New York</td>
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<td>Timothy Mark</td>
<td>Tie Inspector</td>
<td>Purchasing Dept.</td>
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<td>John W. Rex</td>
<td>Chief Clerk to Freight Agent</td>
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<td>John L. Canfield</td>
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<td>Frank E. Barlow</td>
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<td>Dennis J. O'Brien</td>
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<td>John Leaver</td>
<td>Coal Shoveler</td>
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<td>Charles J. Mann</td>
<td>Millhand</td>
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<td>Asst. Signal Maint’r</td>
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<td>Crossing Gateman</td>
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<td>Jacob Eckhardt</td>
<td>Asst. Foreman</td>
<td>N. H. Shops</td>
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<td>Earle Cargill</td>
<td>Leader, Mech. Dept.</td>
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<td>Arthur A. Nason</td>
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<td>John J. Manning</td>
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<td>Geo. E. Smith</td>
<td>Engineer</td>
<td>Providence</td>
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<td>James P. Bartley</td>
<td>Engineer</td>
<td>Waterbury</td>
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KNOW your Safety Rules

FOREWARNED IS FOREARMED